

Highway Construction Capital Improvement & Preservation Program  
Legislative District 7

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post)		Prior Cost	Expenditure Plan Dollars are in Thousands						Estimate Total Cost	Confidence Range
					Begin	End		03-05	05-07	07-09	09-11	11-13	Future		
090 Eastern (Spokane)	03 04 07	600009A II	<u>NSC - COLLECTOR DISTRIBUTION SYSTEM</u>  This 3.32 mile segment of the North Spokane Corridor (NSC) constructs a collector/distributor system eastbound & westbound between Liberty Park and Sprague Avenue Interchanges; including lowering Thor/Freya Street and raising I-90 to produce an overcrossing at the Thor/Freya couplet. This project also includes revising local access, ramps, and auxiliary lanes. This will enhance the connection with I-90 and reduce congestion.	SPOKANE	(279.79)	(283.11)									
										1,973	4,643	1,083		7,700	+/-40%
												75,890	32,099	107,989	+/-40%
										1,973	4,643	76,973	32,099	115,689	
NSC - COLLECTOR DISTRIBUTION SYSTEM (Total)										1,973	4,643	76,973	32,099	115,689	
										1,973	4,643	1,083		7,700	+/-40%
												75,890	32,099	107,989	+/-40%
										1,973	4,643	76,973	32,099	115,689	
NSC - COLLECTOR DISTRIBUTION SYSTEM (Total)										1,973	4,643	76,973	32,099	115,689	

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					Begin Date	End		03-05	05-07	07-09	09-11	11-13	Future		
395 Eastern (Spokane)	03 04 07	600006A II	<u>NSC- I-90 TO TRENT AVE</u>  This 0.85 mile segment of the North Spokane Corridor improves mobility and increases capacity by extending the northbound four-lane viaduct from Trent Avenue south to Main Street. This project will construct a temporary US 395 crossover in the vicinity of Mission Avenue and from Main Avenue to Second Avenue. Ray Street will be widened; intersections at Sprague Avenue and Ray Street, and Second Avenue and Ray Street will be improved by channelization and signals. Off-ramps will be constructed at the Trent Avenue Interchange and a Pedestrian/Bike Path will also be constructed.	SPOKANE	(157.23)	(158.08)									
				Additional Revenue Required for Completion	Design (PE)	Jan-10	Jan-12				4,756	1,644		6,400	+/-40%
					Construction	Dec-11	Dec-14					43,133	50,389	93,522	+/-40%
											4,756	44,777	50,389	99,922	
				NSC- I-90 TO TRENT AVE (Total)							4,756	44,777	50,389	99,922	
				This 0.85 mile segment of the North Spokane Corridor improves mobility and increases capacity by extending the northbound four-lane viaduct from Trent Avenue south to Main Street. This project will construct a temporary US 395 crossover in the vicinity of Mission Avenue and from Main Avenue to Second Avenue. Ray Street will be widened; intersections at Sprague Avenue and Ray Street, and Second Avenue and Ray Street will be improved by channelization and signals. Off-ramps will be constructed at the Trent Avenue Interchange and a Pedestrian/Bike Path will also be constructed.											
				Additional Revenue Required for Completion	Design (PE)	Jan-10	Jan-12				4,756	1,644		6,400	+/-40%
					Construction	Dec-11	Dec-14					43,133	50,389	93,522	+/-40%
											4,756	44,777	50,389	99,922	
				NSC- I-90 TO TRENT AVE (Total)							4,756	44,777	50,389	99,922	

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State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	(Mile Post) Location Phase	Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
395 Eastern (Spokane)	03 04 07	600008A II	<u>NSC- I-90 TO SPOKANE RIVER/ACCESS CONN</u>	NORTH SPOKANE	(157.23)	(158.89)										
			This 1.66 mile segment of the North Spokane Corridor improves mobility and increases capacity by constructing the southbound viaduct from Main Street to the Spokane River including the Spokane River Bridge. Includes ramps to and from I-90 and the collector distributor. Improvements such as channelization, signalization, and widening at Freya Street and Trent Avenue will also be constructed.													
			<i>Additional Revenue Required for Completion</i>	<i>Design (PE)</i>	<i>Jan-07</i>	<i>Jan-13</i>										
				<i>Construction</i>	<i>Dec-12</i>	<i>Dec-15</i>										
								1,564	8,940	8,940	6,556				26,000	+/-40%
											23,153		358,802		381,955	+/-40%
								1,564	8,940	8,940	29,709		358,802		407,955	
			NSC- I-90 TO SPOKANE RIVER/ACCESS CONN (Total)					1,564	8,940	8,940	29,709		358,802		407,955	
			This 1.66 mile segment of the North Spokane Corridor improves mobility and increases capacity by constructing the southbound viaduct from Main Street to the Spokane River including the Spokane River Bridge. Includes ramps to and from I-90 and the collector distributor. Improvements such as channelization, signalization, and widening at Freya Street and Trent Avenue will also be constructed.													
			<i>Additional Revenue Required for Completion</i>	<i>Design (PE)</i>	<i>Jan-07</i>	<i>Jan-13</i>										
				<i>Construction</i>	<i>Dec-12</i>	<i>Dec-15</i>										
								1,564	8,940	8,940	6,556				26,000	+/-40%
											23,153		358,802		381,955	+/-40%
								1,564	8,940	8,940	29,709		358,802		407,955	
			NSC- I-90 TO SPOKANE RIVER/ACCESS CONN (Total)					1,564	8,940	8,940	29,709		358,802		407,955	

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State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
								03-05	05-07	07-09	09-11	11-13				
395 Eastern (Spokane)	03 04 07	600000A II	<b><u>NORTH SPOKANE CORRIDOR</u></b>	SPOKANE	(157.41)	(167.61)										
			This project provides resources for preliminary design, purchase of Right of Way, and provides access control for the new North Spokane Corridor on US 395. Individual sections of the corridor will be designed and constructed under separate projects.													
			Funded	Design (PE)	Apr-90	Aug-03	10,526	200							10,726	*
				Right of Way	Sep-99	Jun-07	32,190								32,190	*
							42,716	200							42,916	
			New Revenue (Referendum 51)	Right of Way	Dec-02	Jun-09	10,000	25,000	20,000	17,000					72,000	+/-30%
							10,000	25,000	20,000	17,000					72,000	
			Additional Revenue Required for Completion	Right of Way	Jul-07	Jul-13				14,000	35,338	34,279		353	83,970	+/-30%
										14,000	35,338	34,279		353	83,970	
			NORTH SPOKANE CORRIDOR (Total)				52,716	25,200	20,000	31,000	35,338	34,279		353	198,886	
			This project provides resources for preliminary design, purchase of Right of Way, and provides access control for the new North Spokane Corridor on US 395. Individual sections of the corridor will be designed and constructed under separate projects.													
			Funded	Design (PE)	Apr-90	Aug-03	10,526	200							10,726	*
				Right of Way	Sep-99	Jun-07	32,190								32,190	*
							42,716	200							42,916	
			New Revenue (Referendum 51)	Right of Way	Dec-02	Jun-09	10,000	25,000	20,000	17,000					72,000	+/-30%
							10,000	25,000	20,000	17,000					72,000	
			Additional Revenue Required for Completion	Right of Way	Jul-07	Jul-13				14,000	35,338	34,279		353	83,970	+/-30%
										14,000	35,338	34,279		353	83,970	
			NORTH SPOKANE CORRIDOR (Total)				52,716	25,200	20,000	31,000	35,338	34,279		353	198,886	

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State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title  Project Description	Location Phase	(Mile Post)		Prior Cost	Expenditure Plan Dollars are in Thousands						Estimate	
					Begin	End		03-05	05-07	07-09	09-11	11-13	Future	Total Cost	Confidence Range
395 Eastern (Spokane)	03 04 07	600005A II	<u>NSC- TRENT AVE TO FRANCIS AVE</u>  This 3.37 mile segment of the North Spokane Corridor (NSC) will improve mobility & increase capacity by constructing a four lane north bound viaduct from Trent Avenue to the Spokane River including the Spokane River Bridge. Also includes: paving the four northbound lanes to carry two-way traffic from the Spokane River to the median cross-over south of Wellesley Avenue and paving two lanes south and north-bound from the temporary median crossover to Freya Street. Over-crossings will also be constructed at Francis Avenue including the BNRR crossings north of Francis. Other facilities include a park and ride lot east of the southern junction of the Market/Haven couplet, and a pedestrian/bike path from Francis Avenue to the Spokane River.	SPOKANE	(158.08)	(161.45)									
Additional Revenue Required for Completion									1,615	7,452	4,533			13,600	+/-40%
Construction											191,383	1,001		192,384	+/-40%
									1,615	7,452	195,917	1,001		205,984	
NSC- TRENT AVE TO FRANCIS AVE (Total)									1,615	7,452	195,917	1,001		205,984	
This 3.37 mile segment of the North Spokane Corridor (NSC) will improve mobility & increase capacity by constructing a four lane north bound viaduct from Trent Avenue to the Spokane River including the Spokane River Bridge. Also includes: paving the four northbound lanes to carry two-way traffic from the Spokane River to the median cross-over south of Wellesley Avenue and paving two lanes south and north-bound from the temporary median crossover to Freya Street. Over-crossings will also be constructed at Francis Avenue including the BNRR crossings north of Francis. Other facilities include a park and ride lot east of the southern junction of the Market/Haven couplet, and a pedestrian/bike path from Francis Avenue to the Spokane River.															
Additional Revenue Required for Completion									1,615	7,452	4,533			13,600	+/-40%
Construction											191,383	1,001		192,384	+/-40%
									1,615	7,452	195,917	1,001		205,984	
NSC- TRENT AVE TO FRANCIS AVE (Total)									1,615	7,452	195,917	1,001		205,984	

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State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post)		Prior Cost	Expenditure Plan Dollars are in Thousands					Total Cost	Estimate Confidence Range
					Begin Date	End		03-05	05-07	07-09	09-11	11-13		
395 Eastern (Spokane)	03 04 07	600004A 11	<u>NSC-SPOKANE RIV. TO FRANCIS/ST. IMPROV.</u>  This 2.75 mile segment of the North Spokane Corridor (NSC) will improve mobility and increase capacity by realigning railroad tracks at the Market/Greene Street crossing and between Garland Avenue and the vicinity of Francis Avenue. The Market/Greene Street/Illinois Avenue Intersection will be realigned and signalized and a new railroad bridge will be built over the realigned Market/Greene Street. New railroad bridges will be built over Wellesley Avenue, the Wellesley Interchange East on and off ramps, and Francis Avenue. Other components include arterial improvements on Wellesley Avenue from Market Street to Freya Street and on Francis Avenue from Market Street to Freya Street.	SPOKANE	(158.89)	(161.64)								
Additional Revenue Required for Completion				Design (PE)	Jun-06	May-08		1,508	1,292			2,800	+/-40%	
				Construction	Apr-08	Nov-09			26,074	9,023		35,097	+/-40%	
								1,508	27,366	9,023		37,897		
NSC-SPOKANE RIV. TO FRANCIS/ST. IMPROV. (Total)								1,508	27,366	9,023		37,897		
This 2.75 mile segment of the North Spokane Corridor (NSC) will improve mobility and increase capacity by realigning railroad tracks at the Market/Greene Street crossing and between Garland Avenue and the vicinity of Francis Avenue. The Market/Greene Street/Illinois Avenue Intersection will be realigned and signalized and a new railroad bridge will be built over the realigned Market/Greene Street. New railroad bridges will be built over Wellesley Avenue, the Wellesley Interchange East on and off ramps, and Francis Avenue. Other components include arterial improvements on Wellesley Avenue from Market Street to Freya Street and on Francis Avenue from Market Street to Freya Street.														
Additional Revenue Required for Completion				Design (PE)	Jun-06	May-08		1,508	1,292			2,800	+/-40%	
				Construction	Apr-08	Nov-09			26,074	9,023		35,097	+/-40%	
								1,508	27,366	9,023		37,897		
NSC-SPOKANE RIV. TO FRANCIS/ST. IMPROV. (Total)								1,508	27,366	9,023		37,897		

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					Begin Date	End		03-05	05-07	07-09	09-11	11-13	Future			
395 Eastern (Spokane)	03 04 07	600007A 11	<u>NSC-SPOKANE RIVER TO US 2</u>  This 7.03 mile segment of the North Spokane Corridor (NSC) will improve mobility & increase capacity by paving the four southbound lanes of US 395 with Portland Cement Concrete from north of Jackson Street to Garland Avenue and the remaining northbound & southbound lanes from Garland Avenue to the US 2 Interchange.	SPOKANE	(158.89)	(165.92)										
				Additional Revenue Required for Completion	Design (PE)	Oct-14	Feb-16							2,400	2,400	+/-40%
					Construction	Jan-16	Nov-17							41,888	41,888	+/-40%
											44,288	44,288				
				NSC-SPOKANE RIVER TO US 2 (Total)							44,288	44,288				
				This 7.03 mile segment of the North Spokane Corridor (NSC) will improve mobility & increase capacity by paving the four southbound lanes of US 395 with Portland Cement Concrete from north of Jackson Street to Garland Avenue and the remaining northbound & southbound lanes from Garland Avenue to the US 2 Interchange.												
				Additional Revenue Required for Completion	Design (PE)	Oct-14	Feb-16							2,400	2,400	+/-40%
					Construction	Jan-16	Nov-17							41,888	41,888	+/-40%
											44,288	44,288				
				NSC-SPOKANE RIVER TO US 2 (Total)							44,288	44,288				

# **Highway Construction Capital Improvement & Preservation Program** **Legislative District 7**

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands					Future	Estimate Total Cost	Confidence Range
								03-05	05-07	07-09	09-11	11-13			
395 Eastern (Spokane)	03 04 07	600001A II	<u><b>NSC-FRANCIS AVENUE TO HAWTHORNE ROAD</b></u>	SPOKANE	(161.95)	(164.90)									
			This project will improve mobility and increase capacity by constructing a segment of the North Spokane Corridor (NSC) for a four-lane divided highway from the Francis/Freya Interchange to the Park-smith Road Interchange. Also includes paving the northbound on-ramp from Freya Street, the southbound off-ramp to Freya Street, and the improvement of Freya Street from Francis Avenue to Lincoln Road. Overcrossings will be constructed at Freya, Lincoln & Gerlach Roads. Pedestrian/bike path will be constructed through this segment, as well as a park & ride facility at Freya/Wilding Street.												
<i>Additional Revenue Required for Completion</i>				<i>Design (PE)</i>	<i>Jul-06</i>	<i>Dec-09</i>		<i>3,023</i>	<i>7,113</i>	<i>1,363</i>				<i>11,500</i>	<i>+/-40%</i>
				<i>Construction</i>	<i>Nov-09</i>	<i>Dec-11</i>				<i>102,503</i>		<i>42,397</i>		<i>144,900</i>	<i>+/-40%</i>
								<i>3,023</i>	<i>7,113</i>	<i>103,867</i>		<i>42,397</i>		<i>156,400</i>	
<b>NSC-FRANCIS AVENUE TO HAWTHORNE ROAD (Total)</b>								<b>3,023</b>	<b>7,113</b>	<b>103,867</b>		<b>42,397</b>		<b>156,400</b>	
			This project will improve mobility and increase capacity by constructing a segment of the North Spokane Corridor (NSC) for a four-lane divided highway from the Francis/Freya Interchange to the Park-smith Road Interchange. Also includes paving the northbound on-ramp from Freya Street, the southbound off-ramp to Freya Street, and the improvement of Freya Street from Francis Avenue to Lincoln Road. Overcrossings will be constructed at Freya, Lincoln & Gerlach Roads. Pedestrian/bike path will be constructed through this segment, as well as a park & ride facility at Freya/Wilding Street.												
<i>Additional Revenue Required for Completion</i>				<i>Design (PE)</i>	<i>Jul-06</i>	<i>Dec-09</i>		<i>3,023</i>	<i>7,113</i>	<i>1,363</i>				<i>11,500</i>	<i>+/-40%</i>
				<i>Construction</i>	<i>Nov-09</i>	<i>Dec-11</i>				<i>102,503</i>		<i>42,397</i>		<i>144,900</i>	<i>+/-40%</i>
								<i>3,023</i>	<i>7,113</i>	<i>103,867</i>		<i>42,397</i>		<i>156,400</i>	
<b>NSC-FRANCIS AVENUE TO HAWTHORNE ROAD (Total)</b>								<b>3,023</b>	<b>7,113</b>	<b>103,867</b>		<b>42,397</b>		<b>156,400</b>	

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								03-05	05-07	07-09	09-11	11-13			
395 Eastern (Spokane)	03 04 07	600002A II	<u>NSC-HAWTHORNE ROAD TO US 2</u>  This 1.72 mile project on US 395 in Spokane improves mobility by constructing the first segment of the North Spokane Corridor (NSC) to include a four-lane divided highway northbound and southbound from Hawthorne Road to US 2. The first stage of this segment includes grading, constructing a subgrade, and drainage features from Hawthorne Road to US 2. This first stage is funded, but additional revenue is required to complete this project. Other facilities include: a bike path, noise walls, and Intelligent Transportation System Components.		(164.20)	(165.92)									
				Funded	Design (PE)	Jun-00	Aug-03	2,915	20					2,935	+/-30%
					Construction	Jun-01	Aug-02	4,729						4,729	*
								7,644	20					7,664	
				New Revenue (Referendum 51)	Design (PE)	Oct-03	Jan-06	3,174	926					4,100	+/-30%
					Construction	Jul-03	Oct-07	7,500	43,662	8,838				60,000	+/-30%
								10,674	44,588	8,838				64,100	
				NSC-HAWTHORNE ROAD TO US 2 (Total)				7,644	10,694	44,588	8,838			71,764	
				Funded	Design (PE)	Jun-00	Aug-03	2,915	20					2,935	+/-30%
					Construction	Jun-01	Aug-02	4,729						4,729	*
								7,644	20					7,664	
				New Revenue (Referendum 51)	Design (PE)	Oct-03	Jan-06	3,174	926					4,100	+/-30%
					Construction	Jul-03	Oct-07	7,500	43,662	8,838				60,000	+/-30%
								10,674	44,588	8,838				64,100	
				NSC-HAWTHORNE ROAD TO US 2 (Total)				7,644	10,694	44,588	8,838			71,764	

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								03-05	05-07	07-09	09-11	11-13			
395 Eastern (Spokane)	03 04 07	600003A II	<u><b>NSC-US 2 TO WANDERMERE VICINITY</b></u>	SPOKANE	(165.92)	(167.63)									
			This 1.71 mile project on US 395 in Spokane improves mobility and increases capacity by constructing a segment of the North Spokane Corridor (NSC) for four lanes of divided highway northbound & south-bound from US 2 to Wandermere vicinity. Includes realignment of Shady Slope Road and overcrossings over the North Spokane Corridor and US 2. Other facilities include a Pedestrian/Bike Path, Intelligent Transportation Systems components, and a Park and Ride lot south of Farwell Road and east of Cherry Road.												
			Funded	Design (PE)	Nov-00	Sep-03	400							400	*
							400							400	
			New Revenue (Referendum 51)	Design (PE)	Dec-02	Nov-07	223	1,687	2,461	349				4,720	+/-30%
				Construction	Sep-04	Sep-09		6,227	26,465	30,497	2,500			65,688	+/-30%
							223	7,914	28,926	30,845	2,500			70,408	
			NSC-US 2 TO WANDERMERE VICINITY (Total)				623	7,914	28,926	30,845	2,500			70,808	
			This 1.71 mile project on US 395 in Spokane improves mobility and increases capacity by constructing a segment of the North Spokane Corridor (NSC) for four lanes of divided highway northbound & south-bound from US 2 to Wandermere vicinity. Includes realignment of Shady Slope Road and overcrossings over the North Spokane Corridor and US 2. Other facilities include a Pedestrian/Bike Path, Intelligent Transportation Systems components, and a Park and Ride lot south of Farwell Road and east of Cherry Road.												
			Funded	Design (PE)	Nov-00	Sep-03	400							400	*
							400							400	
			New Revenue (Referendum 51)	Design (PE)	Dec-02	Nov-07	223	1,687	2,461	349				4,720	+/-30%
				Construction	Sep-04	Sep-09		6,227	26,465	30,497	2,500			65,688	+/-30%
							223	7,914	28,926	30,845	2,500			70,408	
			NSC-US 2 TO WANDERMERE VICINITY (Total)				623	7,914	28,926	30,845	2,500			70,808	
395 Eastern (Ferry) (Stevens)	07	639517J II	<u><b>US 395/N SPOKANE TO CANADA CORRIDOR</b></u>	SPOKANE NORTH	(183.69)	(270.26)									
			This project provides resources for preparing an environmental analysis of the US 395 Corridor from north Spokane to the Canadian Border for a total of 86.5 miles.												
			Funded	Design (PE)	May-95	Jun-07	958	206	336					1,500	*
							958	206	336					1,500	
			US 395/N SPOKANE TO CANADA CORRIDOR (Total)				958	206	336					1,500	

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					Begin Date	End		03-05	05-07	07-09	09-11	11-13				
395 Eastern (Ferry) (Stevens)	07	639524C 12	<u>US 395/COLUMBIA R BR 395/545 THRIE BEAM</u>													
			WEST OF KETTLE FALLS	(241.49)	(241.73)											
			Install 0.24 miles of Thrie Beam Guardrail to upgrade the substandard bridge rail system in an effort to contain and redirect errant vehicles on this section of US 395 approximately 2.5 miles west of Kettle Falls.													
			Funded	Design (PE)	Jul-03	Jan-04		34							34	+/-20%
				Construction	Dec-03	Aug-04		195							195	+/-20%
								<hr/>							229	
								229								
								<hr/>								
US 395/COLUMBIA R BR 395/545 THRIE BEAM (Total)								<hr/>							229	

Highlighted Projects  
Legislative District 7

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post)		Prior Cost	Expenditure Plan Dollars are in Thousands						Total Cost	Confidence Range			
					Begin Date	End Date		03-05	05-07	07-09	09-11	11-13	Future					
SR 31, Metaline Falls to International Border																		
031 Eastern (Pend Oreille)	07	603199A I3	<u>SR 31/METALINE FALLS TO INT'L BORDER</u> METALINE FALLS NORTH		(14.07)	(26.79)												
Reconstruct SR 31 for all-weather operation of legal loads from Metaline Falls to the Canadian border. This will allow for removal of seasonal weight restrictions.																		
				Funded	Design (PE)	Jun-00	Jan-04	1,250							1,250	*		
					Right of Way	Oct-01	Oct-03	100							100	*		
								1,350							1,350			
				New Revenue (Referendum 51)	Design (PE)	Jul-03	Jan-04		150						150	*		
					Right of Way	Jun-03	Feb-04	7	383						390	+/-30%		
					Construction	Jan-04	Nov-05		7,332	7,668					15,000	+/-30%		
								7	7,864	7,668					15,540			
								<hr/> <hr/>										
SR 31/METALINE FALLS TO INT'L BORDER (Total)								1,358	7,864	7,668					16,890			
Reconstruct SR 31 for all-weather operation of legal loads from Metaline Falls to the Canadian border. This will allow for removal of seasonal weight restrictions.																		
				Funded	Design (PE)	Jun-00	Jan-04	1,250							1,250	*		
					Right of Way	Oct-01	Oct-03	100							100	*		
								1,350							1,350			
				New Revenue (Referendum 51)	Design (PE)	Jul-03	Jan-04		150						150	*		
					Right of Way	Jun-03	Feb-04	7	383						390	+/-30%		
					Construction	Jan-04	Nov-05		7,332	7,668					15,000	+/-30%		
								7	7,864	7,668					15,540			
								<hr/> <hr/>										
SR 31/METALINE FALLS TO INT'L BORDER (Total)								1,358	7,864	7,668					16,890			
SR 31, Metaline Falls to International Border Totals																		
								Funded	1,350						1,350			
								New Revenue (Referendum 51)	7	7,864	7,668				15,540			
								Total	1,358	7,864	7,668				16,890			

## Highway Construction Capital Improvement & Preservation Program Legislative District 7

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands					Future	Total Cost	Estimate Confidence Range
031 Eastern (Pend Oreille)	07	603199A I3	<b><u>SR 31/METALINE FALLS TO INT'L BORDER</u></b>	METALINE FALLS NORTH	(14.07)	(26.79)									
Reconstruct SR 31 for all-weather operation of legal loads from Metaline Falls to the Canadian border. This will allow for removal of seasonal weight restrictions.															
Funded				Design (PE)	Jun-00	Jan-04	1,250							1,250	*
				Right of Way	Oct-01	Oct-03	100							100	*
							1,350							1,350	
New Revenue (Referendum 51)				Design (PE)	Jul-03	Jan-04		150						150	*
				Right of Way	Jun-03	Feb-04	7	383						390	+/-30%
				Construction	Jan-04	Nov-05		7,332	7,668					15,000	+/-30%
							7	7,864	7,668					15,540	
SR 31/METALINE FALLS TO INT'L BORDER (Total)							1,358	7,864	7,668					16,890	
Reconstruct SR 31 for all-weather operation of legal loads from Metaline Falls to the Canadian border. This will allow for removal of seasonal weight restrictions.															
Funded				Design (PE)	Jun-00	Jan-04	1,250							1,250	*
				Right of Way	Oct-01	Oct-03	100							100	*
							1,350							1,350	
New Revenue (Referendum 51)				Design (PE)	Jul-03	Jan-04		150						150	*
				Right of Way	Jun-03	Feb-04	7	383						390	+/-30%
				Construction	Jan-04	Nov-05		7,332	7,668					15,000	+/-30%
							7	7,864	7,668					15,540	
SR 31/METALINE FALLS TO INT'L BORDER (Total)							1,358	7,864	7,668					16,890	

# Highway Construction Capital Improvement & Preservation Program Legislative District 7

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title  Project Description	Location Phase	(Mile Post) Begin Date		End	Prior Cost	Expenditure Plan Dollars are in Thousands 03-05    05-07    07-09    09-11    11-13    Future						Total Cost	Estimate Confidence Range
395 Eastern (Ferry)	07	639514E I4	<u>US 395/DEADMAN CRK FISH BARRIER RETROFIT</u>  This project north of Kettle Falls on US 395 between Kettle Falls and Orient replaces a culvert to remove the barrier to migratory fish passage.	N OF KETTLE FALLS	(247.72)	(247.82)										
			Funded	Design (PE)	Jan-02	Jan-04		132	30						162	*
				Right of Way	Jul-03	Aug-04			11						11	+/-30%
				Construction	Dec-03	Aug-04			998						998	+/-30%
								132	1,039						1,171	
			US 395/DEADMAN CRK FISH BARRIER RETROFIT (Total)					132	1,039						1,171	

# Highway Construction Capital Improvement & Preservation Program Legislative District 7

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title  Project Description	Location  Phase	(Mile Post)		Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
					Begin  Date	End		03-05	05-07	07-09	09-11	11-13				
North Central (Chelan) (Douglas) (Grant) (Okanogan)	07	200004P	<u>REGIONWIDE ENVIRONMENTAL MAINTENANCE</u>													
	09	I4		REGIONWIDE	(0.00)	(0.00)										
	12		Maintain constructed wetlands by weeding and possibly some minor plantings.													
	13		Funded	Construction	Jun-05	Jun-05	75							75	+/-40%	
								<hr/>								
								75						75		
								<hr/>								
REGIONWIDE ENVIRONMENTAL MAINTENANCE (Total)								<hr/>						75		

## Highway Construction Capital Improvement & Preservation Program Legislative District 7

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
002 Eastern (Lincoln)	07	600299B P1	<u>US 2/ROCKLYN ROAD TO DAVENPORT-PAVING</u> Beginning west of Davenport at Rocklyn Road and continuing 5.36 miles to Davenport on US 2, this project preserves the pavement and extends the service life by paving with asphalt concrete pavement and restoring basic safety features to maintain safe operations of the highway.	WEST OF DAVENPORT	(245.40)	(250.76)										
			Funded	Design (PE)	Sep-00	Dec-02	122								122	*
				Construction	Nov-02	Jul-03	1,012	30							1,042	+/-20%
							1,134	30							1,164	
US 2/ROCKLYN ROAD TO DAVENPORT-PAVING (Total)							1,134	30							1,164	
020 North Central (Okanogan)	07	202041E P1	<u>SR 20/TONASKET TO 4.5 MILES E-2006 SEAL</u> Extend the service life of existing pavements by applying a Bituminous Surface Treatment.	TONASKET EAST	(261.98)	(266.49)										
			Funded	Design (PE)	Jul-03	Dec-05		3	2						5	+/-40%
				Construction	Nov-05	Dec-06			121						121	+/-40%
								3	123						126	
SR 20/TONASKET TO 4.5 MILES E-2006 SEAL (Total)								3	123						126	
020 North Central (Okanogan)	07	202053B P1	<u>SR 20/WAUCONDA SUMMIT EAST - 2006 SEAL</u> Extend the service life of existing pavements by applying a Bituminous Surface Treatment.	WAUCONDA SUMMIT	(288.87)	(297.23)										
			Funded	Design (PE)	Jul-03	Dec-05		5	3						8	+/-40%
				Construction	Nov-05	Dec-06			236						236	+/-40%
								5	239						244	
SR 20/WAUCONDA SUMMIT EAST - 2006 SEAL (Total)								5	239						244	

## Highway Construction Capital Improvement & Preservation Program Legislative District 7

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
020 Eastern (Ferry)	07	602030C P1	<u>SR 20/REPUBLIC TO WALKER HILL RD</u>  This project will extend the service life of the existing pavement by applying a Fog Seal to the roadway on SR 20 from Republic to approximately 9.54 miles east to Walker Hill Road.	EAST OF REPUBLIC	(302.35)	(311.96)										
			Funded	Construction	Dec-03	Sep-04		40							40	+/-20%
								40							40	
			SR 20/REPUBLIC TO WALKER HILL RD (Total)					40							40	
020 Eastern (Ferry)	07	602099A P1	<u>SR 20/REPUBLIC TO WALKER HILL RD-PAVING</u>  This project extends east of Republic 9.58 miles and preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.	EAST OF REPUBLIC	(302.35)	(311.96)										
			Funded	Design (PE)	Jan-00	Jun-01	369								369	*
				Construction	May-01	Nov-03	2,351	77						249	2,677	+/-20%
							2,720	77						249	3,046	
			SR 20/REPUBLIC TO WALKER HILL RD-PAVING (Total)				2,720	77						249	3,046	
020 Eastern (Ferry)	07	602031B P1	<u>SR 20/WALKER HILL ROAD TO JCT US 395</u>  This project will extend the service life of the existing pavement by applying a Fog Seal on SR 20 beginning approximately 4.8 miles east of Republic at the Okanogan County Line and continuing east 29 miles to Graves Mountain Road.	EAST OF REPUBLIC	(311.96)	(342.08)										
			Funded	Construction	Nov-03	Aug-04		131							131	+/-20%
								131							131	
			SR 20/WALKER HILL ROAD TO JCT US 395 (Total)					131							131	

## Highway Construction Capital Improvement & Preservation Program Legislative District 7

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
020 Eastern (Stevens)	07	602037E P1	<u>SR 20/SPRUCE CANYON RD TO MILL CREEK RD</u> This project will extend the service life of the existing pavement by applying a Fog Seal to the roadway east of Colville on SR 20 from Spruce Canyon Road approximately 6.32 miles to Mill Creek.	EAST OF COLVILLE	(372.84)	(379.16)										
			Funded	Construction	Nov-03	Aug-04		27							27	+/-20%
								27							27	
SR 20/SPRUCE CANYON RD TO MILL CREEK RD (Total)								27							27	
020 Eastern (Pend Oreille)	07	602039D P1	<u>SR 20/TIGER TO RUBY MOUNTAIN - PAVING</u> This 14.00 mile project south of Ione on SR 20 extends from Tiger to Ruby Mountain and preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and Cold-In-Place Recycle and restores the basic safety features to maintain safe operations of the highway.	SOUTH OF IONE	(390.41)	(404.41)										
			Funded	Design (PE)	Sep-04	Jun-05		254							254	+/-20%
				Construction	May-05	Nov-05		22	3,672						3,694	+/-20%
								276	3,672						3,948	
SR 20/TIGER TO RUBY MOUNTAIN - PAVING (Total)								276	3,672						3,948	
020 Eastern (Pend Oreille)	07	602040C P1	<u>SR 20/RUBY MOUNTAIN TO METCALF LAKE</u> This 7.5 mile project on SR 20 north of Newport extends from Ruby Mountain to Metcalf Lake and preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.	NORTH OF NEWPORT	(404.41)	(412.00)										
			Funded	Design (PE)	Jan-02	Mar-03	122								122	*
				Construction	Feb-03	Oct-03	623	994							1,617	+/-20%
							745	994							1,739	
SR 20/RUBY MOUNTAIN TO METCALF LAKE (Total)								745	994						1,739	

## Highway Construction Capital Improvement & Preservation Program Legislative District 7

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
020 Eastern (Pend Oreille)	07	602041B P1	<u>SR 20/METCALF LAKE TO PEND OREILLE MILL</u> This 10.89 mile project northwest of Newport on SR 20 extends from Metcalf Lake to the Pend Oreille Mill and preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.	NORTHWEST OF NEWPORT	(412.00)	(422.92)		03-05	05-07	07-09	09-11	11-13				
			Funded	Design (PE)	May-05	Jun-06		12	211						223	+/-20%
				Construction	May-06	Nov-06			3,319						3,319	+/-20%
								12	3,530						3,542	
			SR 20/METCALF LAKE TO PEND OREILLE MILL (Total)					12	3,530						3,542	
020 Eastern (Pend Oreille)	07	602041D P1	<u>SR 20/METCALF LAKE TO NEWPORT - BST</u> This 24.83 mile project on SR 20 northwest of Newport extends from Metcalf Lake to Newport and is part of the 2003 chip seal, which will extend the service life of existing pavements by applying a Bituminous Surface Treatment.	NEWPORT NORTH	(412.00)	(436.91)										
			Funded	Construction	Nov-03	Aug-04		555							555	+/-20%
								555							555	
			SR 20/METCALF LAKE TO NEWPORT - BST (Total)					555							555	
021 Eastern (Lincoln)	07	602109C P1	<u>SR 21/JCT SR 174 TO KELLER FERRY - BST</u> This 13.70 mile project on SR 21 north of Wilbur extends from the junction with SR 174 to the Keller Ferry and is part of the 2003 chip seal, which will extend the service life of existing pavements by applying a Bituminous Surface Treatment.	NORTH OF WILBUR	(92.95)	(106.65)										
			Funded	Construction	Nov-03	Aug-04		290							290	+/-20%
								290							290	
			SR 21/JCT SR 174 TO KELLER FERRY - BST (Total)					290							290	

## Highway Construction Capital Improvement & Preservation Program Legislative District 7

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title  Project Description	Location Phase	(Mile Post) Begin      End Date		Prior Cost	Expenditure Plan Dollars are in Thousands						Total Cost	Estimate Confidence Range
					03-05	05-07		07-09	09-11	11-13	Future				
021 Eastern (Ferry)	07	602110G P1	<b><u>SR 21/KELLER FERRY TO JCT SR 20 - BST</u></b>  N OF KELLER FERRY  This 53.44 mile project north of Keller Ferry on SR 21 extends from the Keller Ferry to the junction with SR 20 and is part of the 2004 chip seal, which will extend the service life of existing pavements by applying a Bituminous Surface Treatment.												
				Funded	Construction	Dec-03	Sep-04	1,133		1,133	+/-20%				
											1,133		1,133		
				SR 21/KELLER FERRY TO JCT SR 20 - BST (Total)							1,133		1,133		
021 Eastern (Ferry)	07	602116C P1	<b><u>SR 21/JCT SR 20 TO CANADA - BST</u></b>  NORTH OF REPUBLIC  This 28.57 mile project on SR 21 north of Republic extends from the junction with SR 20 to the Canadian Border and is part of the 2003 chip seal, which will Extend the service life of existing pavements by applying a Bituminous Surface Treatment.												
				Funded	Construction	Nov-03	Aug-04	981		981	+/-20%				
											981		981		
				SR 21/JCT SR 20 TO CANADA - BST (Total)							981		981		
023 Eastern (Lincoln)	07	602305G P1	<b><u>SR 23/LORDS CREEK RD TO JCT SR 28 - BST</u></b>  SE OF HARRINGTON  This 11.98 mile project on SR 23 southeast of Harrington extends from Lords Creek Road to the junction with SR 28 and is part of the 2004 chip seal, which will extend the service life of existing pavements by applying a Bituminous Surface Treatment.												
				Funded	Construction	Dec-03	Sep-04	275		275	+/-20%				
											275		275		
				SR 23/LORDS CREEK RD TO JCT SR 28 - BST (Total)							275		275		

## Highway Construction Capital Improvement & Preservation Program Legislative District 7

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
025 Eastern (Lincoln)	07	602501I P1	<u>SR 25/B REINHOLD RD TO SPOKANE RIVER-BST</u> This 6.14 mile project north of Davenport on SR 25 extends from B. Reinhold Road to the Spokane River and is part of the 2003 chip seal, which will extend the service life of existing pavements by applying a Bituminous Surface Treatment.	NORTH OF DAVENPORT	(17.21)	(23.35)										
			Funded	Construction	Nov-03	Aug-04		130							130	+/-20%
								130							130	
			SR 25/B REINHOLD RD TO SPOKANE RIVER-BST (Total)					130							130	
025 Eastern (Stevens)	07	602508L P1	<u>SR 25/SR 395 TO GOLD HILL-PAVING</u> This 2.21 mile project north of Kettle Falls from US 395 to Milepost 83.36 south of Marcus, preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.	KETTLE FALLS NORTH	(81.13)	(83.36)										
			Funded	Design (PE)	Oct-99	Jan-04	50								50	*
				Construction	Nov-02	Aug-03	303	17							320	+/-20%
							353	17							370	
			SR 25/SR 395 TO GOLD HILL-PAVING (Total)				353	17							370	
025 Eastern (Stevens)	07	602508D P1	<u>SR 25/GOLD HILL TO BOSSBURG-PAVING</u> This 10.9 mile project on SR 25 north of Kettle Falls preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.	N OF KETTLE FALLS	(83.36)	(94.30)										
			Funded	Design (PE)	Aug-01	Dec-02	157								157	*
				Construction	Nov-02	Jul-03	2,050	30							2,080	+/-20%
							2,207	30							2,237	
			SR 25/GOLD HILL TO BOSSBURG-PAVING (Total)				2,207	30							2,237	

## Highway Construction Capital Improvement & Preservation Program Legislative District 7

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
025 Eastern (Stevens)	07	602509F P1	<u>SR 25/BOSSBURG ROAD VICINITY - SAFETY</u> N OF KETTLE FALLS		(94.30)	(102.00)										
This project on SR 25 north of Kettle Falls begins in the vicinity of Bossburg Road and extends 7.0 miles and provides safety restoration by removing concrete post guardrail and installing guardrail on a companion Bituminous Surface Treatment project done under the 2001 chip seal.																
			Funded	Design (PE)	Aug-01	Dec-02	86								86	+/-30%
				Construction	Nov-02	Jul-03	483	20							503	+/-30%
							568	20							588	
SR 25/BOSSBURG ROAD VICINITY - SAFETY (Total)							568	20							588	
025 Eastern (Stevens)	07	602509G P1	<u>SR 25/BOSSBURG ROAD TO CANADA - PAVING</u> N OF KETTLE FALLS		(94.30)	(121.23)										
This 26.63 mile project north of Kettle Falls on SR 25 extends from Bossburg Road to the Canadian Border and preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.																
			Funded	Design (PE)	May-05	Jun-06		19	330						350	+/-20%
				Construction	May-06	Nov-06			4,845						4,845	+/-20%
								19	5,175						5,195	
SR 25/BOSSBURG ROAD TO CANADA - PAVING (Total)								19	5,175						5,195	
028 Eastern (Lincoln)	07	602811G P1	<u>SR 28/HARRINGTON TO DAVENPORT - PAVING</u> SOUTH OF DAVENPORT		(117.70)	(130.68)										
This 12.98 mile project on SR 28 extends from Harrington to Davenport and preserves the pavement and extends the service life by paving with Cold-in-Place Recycle and restores the basic safety features to maintain safe operations of the highway.																
			Funded	Design (PE)	Aug-03	Jun-04		246							246	+/-30%
				Construction	May-04	Oct-04		3,248							3,248	+/-20%
								3,494							3,494	
SR 28/HARRINGTON TO DAVENPORT - PAVING (Total)								3,494							3,494	

## Highway Construction Capital Improvement & Preservation Program Legislative District 7

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	(Mile Post) Location Phase	Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
031 Eastern (Pend Oreille)	07	603100B P1	<u>SR 31/TIGER TO PEND OREILLE RIVER BR-BST</u> S OF METALINE FALLS This 14.07 mile project south of Metaline Falls on SR 32 extends from Tiger to the Pend Orielle River Bridge and is part of the 2004 chip seal, which will extend the service life of existing pavements by applying a Bituminous Surface Treatment.		(0.00)	(14.07)										
			Funded	Construction	Dec-03	Sep-04		277							277	+/-20%
								277							277	
			SR 31/TIGER TO PEND OREILLE RIVER BR-BST (Total)					277							277	
090 Eastern (Lincoln) (Adams)	07 09	609099C P1	<u>I-90/TOKIO TO LINCOLN COUNTY LINE-PAVING</u> EAST OF RITZVILLE This 7.68 mile project on I-90 from Tokio to the vicinity of the Lincoln County Line, preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.		(231.47)	(239.15)										
			Funded	Design (PE)	May-02	Jan-04	122	36							158	+/-20%
				Construction	Dec-03	Sep-04		2,155							2,155	+/-20%
							122	2,191							2,313	
			I-90/TOKIO TO LINCOLN COUNTY LINE-PAVING (Total)				122	2,191							2,313	
090 Eastern (Lincoln)	07	609023H P1	<u>I-90/ADAMS COUNTY LINE TO SPOKANE COUNTY</u> EAST OF RITZVILLE This 16.14 mile project on I-90 between the Adams County Line and the Spokane County Line, preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.		(239.15)	(255.29)										
			Funded	Design (PE)	Apr-02	Feb-04	303	151							454	*
				Construction	Jan-04	Oct-04		6,183							6,183	+/-20%
							303	6,335							6,637	
			I-90/ADAMS COUNTY LINE TO SPOKANE COUNTY (Total)				303	6,335							6,637	

## Highway Construction Capital Improvement & Preservation Program Legislative District 7

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
090 Eastern (Spokane)	07 09	609025E P1	<u>I-90/LINCOLN COUNTY LINE TO SALNAVE ROAD</u>  This 10.55 mile project on I-90 from the Lincoln County Line to Salnave Road preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.	WEST OF SPOKANE	(255.29)	(265.84)										
			Funded	Design (PE)	Nov-01	Dec-04	269	27							296	*
				Construction	Nov-04	Nov-05		3,130	995						4,125	+/-20%
							269	3,157	995						4,421	
I-90/LINCOLN COUNTY LINE TO SALNAVE ROAD (Total)							269	3,157	995						4,421	
097 North Central (Okanogan)	07	209701U P1	<u>US 97/TONASKET SOUTH - PAVING</u>  Resurface 13.48 miles of existing roadway pavement between Riverside and SR 20.	TONASKET SOUTH	(301.35)	(314.83)										
			Funded	Design (PE)	Jul-03	Nov-05		170	55						225	+/-30%
				Construction	Oct-05	Dec-06			4,873						4,873	+/-30%
								170	4,928						5,098	
US 97/TONASKET SOUTH - PAVING (Total)								170	4,928						5,098	
097 North Central (Okanogan)	07	209774B P1	<u>US 97/TONASKET TO 11.75 MI. N-2006 SEAL</u>  Extend the service life of existing pavements by applying a Bituminous Surface Treatment.	TONASKET NORTH	(314.73)	(326.41)										
			Funded	Design (PE)	Jul-03	Dec-05		7	5						12	+/-40%
				Construction	Nov-05	Dec-06			329						329	+/-40%
								7	334						341	
US 97/TONASKET TO 11.75 MI. N-2006 SEAL (Total)								7	334						341	

## Highway Construction Capital Improvement & Preservation Program Legislative District 7

State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	(Mile Post) Location Phase	Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
155 North Central (Okanogan)	07 12	215544A P1	<u>SR 155/OMAK EAST - 2005 SEAL</u>  Extend the service life of existing pavements by applying a Bituminous Surface Treatment.	BEGINS 10 MI E OMAK	(62.80)	(78.86)		03-05	05-07	07-09	09-11	11-13				
			Funded	Design (PE)	Jul-03	Dec-04		25							25	+/-40%
				Construction	Nov-04	Dec-05		259	330						589	+/-40%
								284	330						614	
			SR 155/OMAK EAST - 2005 SEAL (Total)					284	330						614	
174 Eastern (Lincoln)	07	617402E P1	<u>SR 174/GRANT CO LINE TO JCT SR 21 - BST</u>  This 17.26 mile project southeast of Coulee Dam on SR 174 extends from the Grant County Line to the junction with SR 21 and is part of the 2003 chip seal, which will extend the service life of existing pavements by applying a Bituminous Surface Treatment.	SE OF COULEE DAM	(23.38)	(40.66)										
			Funded	Construction	Nov-03	Aug-04		399							399	+/-20%
								399							399	
			SR 174/GRANT CO LINE TO JCT SR 21 - BST (Total)					399							399	
231 Eastern (Lincoln)	07	623104C P1	<u>2003-05 REGION BST SAFETY RESTORATION</u>  This project provides basic safety restoration under the 2003/05 chip seal project on various routes; including : SR 231, MP 31.41-62.14; SR 21, MP 106.66-162.66 and 168.63-191.34; SR 25, MP 0.17-25.00; and, SR 291, MP 14.31-33.09. Deficient post guardrail shall be replaced for the following specified mileposts; SR 231, MP 43.85-50.32; SR 21, MP 108.44-113.11 and 171.87-189.48; SR 25, MP 4.81-4.92; and, SR 291, MP 16.02-16.06. These routes are included in Ferry, Lincoln, and Stevens counties.	VARIOUS ROUTES	(0.00)	(0.00)										
			Funded	Design (PE)	Sep-03	Jun-04		70							70	+/-30%
				Construction	May-04	Nov-04		926							926	+/-20%
								996							996	
			2003-05 REGION BST SAFETY RESTORATION (Total)					996							996	

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291 Eastern (Stevens)	06 07	629101F P1	<u>SR 291/SPOKANE CO LINE TO WYLIE DR</u>	NORTHWEST OF SPOKANE	(11.07)	(14.31)										
This 3.24 mile project on SR 291 northwest of Spokane extends from the Spokane County Line to Wylie Drive and preserves the pavement and extends the service life by paving with an Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway. This project will be designed and constructed as part of the 2004 chip seal.																
			Funded	Construction	Dec-03	Sep-04		560							560	+/-20%
								560							560	
			SR 291/SPOKANE CO LINE TO WYLIE DR (Total)					560							560	
291 Eastern (Stevens)	07	629101D P1	<u>SR 291/WYLIE DRIVE TO JCT SR 231 - BST</u>	NORTHWEST OF SPOKANE	(14.31)	(33.09)										
This 18.79 mile project on SR 291 northwest of Spokane extends from Wylie Drive to the junction with SR 231 and is part of the 2004 chip seal, which will extend the service life of existing pavements by applying a Bituminous Surface Treatment.																
			Funded	Construction	Dec-03	Sep-04		398							398	+/-20%
								398							398	
			SR 291/WYLIE DRIVE TO JCT SR 231 - BST (Total)					398							398	
395 Eastern (Stevens)	07	639521A P1	<u>US 395/IMMEL ROAD TO ARDEN-PAVING</u>	NORTH OF CHEWELAH	(212.67)	(222.95)										
This 10.26 mile project north of Chewelah on US 395 from Immel Road to Arden preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway.																
			Funded	Design (PE)	Mar-02	Jan-03	247								247	*
				Construction	Mar-02	Oct-03	1,017	2,234							3,252	+/-30%
							1,264	2,234							3,499	
			US 395/IMMEL ROAD TO ARDEN-PAVING (Total)				1,264	2,234							3,499	

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395 Eastern (Ferry) (Stevens)	07	639599C P1	<u>US 395/COLVILLE TO COLUMBIA RIVER-PAVING</u>  This 11.56 mile project north from Colville to the Columbia River preserves the pavement and extends the service life by paving with Asphalt Concrete Pavement and restores the basic safety features to maintain safe operations of the highway	COLVILLE NORTH	(230.17)	(241.73)										
				Funded	Design (PE)	Oct-99	Jan-04	170							170	*
					Construction	Dec-03	Oct-04		2,529						2,529	+/-15%
								170	2,529						2,698	
US 395/COLVILLE TO COLUMBIA RIVER-PAVING (Total)								170	2,529						2,698	
395 Eastern (Ferry)	07	639524J P1	<u>US 395/BOYDS TO CANADA - BST</u>  This 21.69 mile project northwest of Kettle Falls on US 395 extends from Boyds to the Canadian Border and is part of the 2003 chip seal, which will extend the service life of existing pavements by applying a Bituminous Surface Treatment.	NW OF KETTLE FALLS	(248.54)	(270.26)										
				Funded	Construction	Nov-03	Aug-04		483						483	+/-20%
									483						483	
US 395/BOYDS TO CANADA - BST (Total)									483						483	
902 Eastern (Spokane)	07 09	690200C P1	<u>SR 902/JCT I-90 TO LAKELAND VILLAGE-BST</u>  Extend the service life of 3.70 miles of pavement from the junction of I-90 to Lakeland Village by applying a Bituminous Surface Treatment.	WEST OF MEDICAL LAKE	(0.15)	(3.85)										
				Funded	Construction	Dec-03	Sep-04		78						78	+/-20%
									78						78	
SR 902/JCT I-90 TO LAKELAND VILLAGE-BST (Total)									78						78	

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								03-05	05-07	07-09	09-11	11-13	Future			
North Central (Okanogan)	07 12	200001H P1	<u>NC REGION GUARDRAIL UPDATE YEAR 2003</u>	REGIONWIDE	(0.00)	(0.00)										
			Restore guardrail safety features in the North Central Region.													
			Funded	Design (PE)	Jul-01	Dec-02	80							80	+/-20%	
				Construction	Nov-02	Dec-03	651	41						692	+/-20%	
										731	41			772		
NC REGION GUARDRAIL UPDATE YEAR 2003 (Total)							731	41					772			
North Central (Adams) (Chelan) (Douglas) (Grant) (Okanogan)	07 09 12 13	200002Q P1	<u>NC REGION ELECTRICAL UPDATE</u>	REGIONWIDE	(0.00)	(0.00)										
			Update roadway electrical systems throughout the North Central Region.													
			Funded	Design (PE)	Jul-01	Jan-03	70							70	+/-30%	
				Construction	Dec-02	Dec-03	192	180						372	+/-30%	
										262	180			442		
NC REGION ELECTRICAL UPDATE (Total)							262	180					442			
North Central (Chelan) (Grant) (Okanogan)	07 09 12 13	200002R P1	<u>NC REGION SIGN UPDATE</u>	REGIONWIDE	(0.00)	(0.00)										
			Update signs as a North Central Region-wide project. Selected signs will be updated in association with paving program.													
			Funded	Design (PE)	Jul-01	Jan-03	50							50	+/-30%	
				Construction	Dec-02	Dec-03	344	2						346	+/-30%	
										394	2			396		
NC REGION SIGN UPDATE (Total)							394	2					396			

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State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title  Project Description	Location Phase	(Mile Post)		Prior Cost	Expenditure Plan Dollars are in Thousands						Total Cost	Confidence Range		
					Begin Date	End Date		03-05	05-07	07-09	09-11	11-13	Future				
North Central (Chelan) (Douglas) (Grant) (Okanogan)	07 09 12 13	200002S P1	<u>NC REGION SIGN UPDATE</u>  REGIONWIDE PROJECT  Restore safety features to signs throughout North Central Region.														
				Funded	Design (PE)	Jul-03	Nov-04	40					40	+/-40%			
					Construction	Oct-04	Aug-05	130	136			266	+/-40%				
											170	136		306			
				NC REGION SIGN UPDATE (Total)							170	136		306			
				North Central (Chelan) (Douglas) (Grant) (Okanogan)	07 09 12 13	200002T P1	<u>NC REGION GUARDRAIL UPDATE</u>  REGIONWIDE  Restore guardrail safety features throughout North Central Regions.										
								Funded	Design (PE)	Jul-03	Jan-04	50				50	+/-40%
									Construction	Dec-03	Sep-04	523			523	+/-40%	
								573			573						
NC REGION GUARDRAIL UPDATE (Total)								573			573						
North Central (Chelan) (Douglas) (Grant) (Okanogan)	07 09 12 13	200002U P1	<u>NC REGION GUARDRAIL UPDATE</u>  REGIONWIDE  Restore guardrail safety features throughout North Central Region.														
								Funded	Design (PE)	Jul-03	Dec-04	50				50	+/-40%
									Construction	Nov-04	Dec-05	474	62		536	+/-40%	
											524	62		586			
				NC REGION GUARDRAIL UPDATE (Total)							524	62		586			

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State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post)		Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
					Begin Date	End		03-05	05-07	07-09	09-11	11-13				
North Central (Chelan) (Douglas) (Grant) (Okanogan)	07 09 12 13	200002W P1	<u>NC REGION GUARDRAIL UPDATE</u>	REGIONWIDE	(0.00)	(0.00)										
			Restore guardrail safety features throughout North Central Region.													
			Funded	Design (PE)	Jul-03	Dec-05	40	40						80	+/-40%	
				Construction	Nov-05	Dec-06		549						549	+/-40%	
							40	589							629	
NC REGION GUARDRAIL UPDATE (Total)							40	589							629	

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State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
002 Eastern (Lincoln)	07	600225D P2	<u>US 2/BNRR BRIDGE 2/516 O'XING DECK REHAB</u> This project on US 2 over the BNRR tracks just west of Davenport, will consist of removing the existing ACP from the Bridge 2/516 deck, hydromilling the deck, deck repair, and then overlaying the bridge with a modified concrete overlay to preserve the structural integrity of the bridge.	WEST OF SPOKANE	(251.81)	(251.86)										
			Funded	Design (PE)	Jan-02	Jan-04	61	19							80	*
				Construction	Dec-03	Aug-04		390							390	+/-40%
							61	409							470	
US 2/BNRR BRIDGE 2/516 O'XING DECK REHAB (Total)							61	409							470	
021 Eastern (Ferry)	07	602113A P2	<u>SR 21/SAN POIL BR 21/311 SCOUR REPAIR</u> This project 29.15 miles south of Republic on SR 21 will repair water scour to the bridge foundation in order to prevent further erosion at Bridge 21/311.	SOUTH OF REPUBLIC	(130.74)	(130.75)										
			Funded	Design (PE)	Feb-03	Jan-04	4	11							15	+/-30%
				Construction	Dec-03	Sep-04		72							72	+/-30%
							4	83							87	
SR 21/SAN POIL BR 21/311 SCOUR REPAIR (Total)							4	83							87	
021 Eastern (Ferry)	07	602113B P2	<u>SR 21/SAN POIL BR 21/312 SCOUR REPAIR</u> This project 28.27 miles south of Republic on SR 21 will repair water scour to the bridge foundation in order to prevent further erosion at Bridge 21/312.	SOUTH OF REPUBLIC	(131.62)	(131.63)										
			Funded	Design (PE)	Feb-03	Jan-04	4	11							15	+/-30%
				Construction	Dec-03	Sep-04		72							72	+/-30%
							4	83							87	
SR 21/SAN POIL BR 21/312 SCOUR REPAIR (Total)							4	83							87	

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State Route WSDOT Region (County)	Leg District	Project Number Sub Pgm	Project Title Project Description	Location Phase	(Mile Post) Begin Date	End Date	Prior Cost	Expenditure Plan Dollars are in Thousands						Future	Total Cost	Estimate Confidence Range
021 Eastern (Ferry)	07	602114H P2	<u>SR 21/SAN POIL BR 21/322 SCOUR REPAIR</u> This project 12.27 miles south of Republic on SR 21 will repair water scour to the bridge foundation in order to prevent further erosion at Bridge 21/322.	SOUTH OF REPUBLIC	(147.62)	(147.63)										
			Funded	Design (PE)	Feb-03	Jan-04	4	11							15	+/-30%
				Construction	Dec-03	Sep-04		72							72	+/-30%
							4	83							87	
			SR 21/SAN POIL BR 21/322 SCOUR REPAIR (Total)				4	83							87	
021 Eastern (Ferry)	07	602114J P2	<u>SR 21/SAN POIL BR 21/323 SCOUR REPAIR</u> This project 11.44 miles south of Republic on SR 21 will repair water scour to the bridge foundation in order to prevent further erosion at Bridge 21/323.	SOUTH OF REPUBLIC	(148.45)	(148.46)										
			Funded	Design (PE)	Feb-03	Jan-04	4	11							15	+/-30%
				Construction	Dec-03	Sep-04		72							72	+/-30%
							4	83							87	
			SR 21/SAN POIL BR 21/323 SCOUR REPAIR (Total)				4	83							87	
025 Eastern (Stevens)	07	602504C P2	<u>SR 25/HUNTER CRK BR 25/103.25 SCOUR</u> This project 4.2 miles north of Fruitland on SR 25 will repair water scour to the bridge foundation in order to prevent further erosion at Bridge 25/103.25.	NORTH OF DAVENPORT	(42.36)	(42.37)										
			Funded	Design (PE)	Oct-01	Dec-02	114								114	*
				Construction	Nov-02	Oct-03	356	16							372	+/-20%
							470	16							486	
			SR 25/HUNTER CRK BR 25/103.25 SCOUR (Total)				470	16							486	

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					Begin Date	End		03-05	05-07	07-09	09-11	11-13	Future				
031 Eastern (Pend Oreille)	07	603101E P2	<u>SR 31/PEND OREILLE RIVER BR 31/36 REPAIR</u>	METALINE FALLS	(14.07)	(14.20)											
			Repair and overlay the existing bridge deck over the Pend Oreille River in Metaline Falls on SR 31 to preserve the structural integrity.														
			Funded	Design (PE)	Mar-99	Aug-05	49	8	3					60	*		
			Construction	Jul-05	Aug-06			729						729	+/-20%		
														49	8	731	
SR 31/PEND OREILLE RIVER BR 31/36 REPAIR (Total)							49	8	731					788			
031 Eastern (Pend Oreille)	07	603102A P2	<u>SR 31/SLATE CREEK BR 31/042 DECK REHAB</u>	NE OF COLVILLE	(21.04)	(21.08)											
			Repair and overlay the existing bridge deck to preserve the structural integrity of the bridge 8.79 miles north of Metaline Falls on SR 31.														
			Funded	Design (PE)	Oct-02	Aug-05	40	8	3					51	+/-30%		
			Construction	Jul-05	Aug-06			265						265	+/-30%		
														40	8	268	
SR 31/SLATE CREEK BR 31/042 DECK REHAB (Total)							40	8	268					316			

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State Route	Project	Project Title	(Mile Post)		Expenditure Plan Dollars are in Thousands							Estimate								
WSDOT Region	Leg	Number		Location	Begin	End							Total	Confidence						
(County)	District	Sub Pgm	Project Description	Phase	Date		Prior Cost	03-05	05-07	07-09	09-11	11-13	Future	Cost	Range					
North Central (Chelan) (Douglas) (Grant) (Okanogan)	07 09 12 13	200061E P2	<u>REGIONWIDE BRIDGE SCOUR 2001-2003</u>	REGIONWIDE	(0.00)	(0.00)														
			Repair water scour to bridge foundations for various prioritized needs in order to prevent emerging scour problems on regionwide bridges.																	
			Funded				Construction	Apr-05	Jun-05		17					17	*			
										17										
			REGIONWIDE BRIDGE SCOUR 2001-2003 (Total)							17										

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002 Eastern (Lincoln)	07	600226B P3	<u>US 2/REARDAN WEIGH STATION REHAB</u> Rehabilitate existing weigh station at Reardan on US 2, by widening existing pavement to the south and providing angle parking. This project also includes; illumination for the scale house and relocating electronic platform signs for weighing.	CITY OF REARDAN	(261.92)	(262.03)									
			Funded	Design (PE)	Oct-01	Dec-02	50							50	*
				Right of Way	Aug-02	Jun-03	11							11	+/-30%
				Construction	Nov-02	Jul-03	226	16						241	+/-30%
							286	16						302	
			US 2/REARDAN WEIGH STATION REHAB (Total)				286	16						302	
021 Eastern (Ferry)	07	602115F P3	<u>SR 21/GOLDEN HARVEST CRK-REPLACE CULVERT</u> This project 4.84 miles south of Republic on SR 21 will improve the drainage by replacing a structurally deficient culvert with a new culvert.	SOUTH OF REPUBLIC	(155.04)	(155.08)									
			Funded	Design (PE)	Aug-01	Nov-02	73							73	*
				Construction	Oct-02	Aug-03	109	98						207	+/-30%
							182	98						280	
			SR 21/GOLDEN HARVEST CRK-REPLACE CULVERT (Total)				182	98						280	
090 Eastern (Lincoln)	07	609042C P3	<u>I-90/SPRAGUE LAKE REST AREA SEWER REHAB</u> This project will repair a torn liner on the sewage lagoon at the Sprague Lake Rest Area east of Ritzville on I-90.	WEST OF SPRAGUE	(241.61)	(242.57)									
			Funded	Design (PE)	Jan-04	Nov-04		65						65	+/-30%
				Construction	Oct-04	Oct-05		218	171					389	+/-30%
								283	171					454	
			I-90/SPRAGUE LAKE REST AREA SEWER REHAB (Total)					283	171					454	

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					Begin Date	End		03-05	05-07	07-09	09-11	11-13										
North Central (Chelan) (Douglas) (Grant) (Okanogan)	07 09 12 13	200002Z P3	<u>REGIONWIDE MAJOR ELECTRICAL UPDATE</u>	REGIONWIDE	(0.00)	(0.00)																
			Update electrical system regionwide that have a significant cost.																			
			Funded	Design (PE)	Jul-03	Nov-04	60							60	+/-40%							
				Construction	Oct-04	Oct-05	173	52						225	+/-40%							
											233	52					285					
REGIONWIDE MAJOR ELECTRICAL UPDATE (Total)																233	52					285